

# Regional Transit Authority

- Public Act 387 of 2012
- Took effect December 19, 2012
- RTA's region covers four Counties – Wayne, Oakland, Macomb, Washtenaw and the City of Detroit
  - Provisions for adding counties
  - No provisions for initial counties getting out
- Transit agencies under the RTA's jurisdiction
  - SMART
  - AAATA (The Ride)
  - DDOT
  - DTC (The People Mover)



# Planning, Coordination and New Services

- Board adopts and updates a comprehensive regional public transit plan for the region
  - Initial plan is the existing plans of the RTCC and AAATA
- Must coordinate plans and services of transit operator
- Must create a citizens advisory committee and a public transportation provider advisory council
- May establish and operate new or additional routes and facilities



# Keeper of the Purse

- RTA became the designated recipient of federal and state transit funds as of October 1, 2013
  - State and federal funds that flow to DDOT, SMART and AAATA
  - RTA must:
    - Review federal funding applications submitted by transit operators
    - Submit applications to MDOT for state capital and operating assistance
  - RTA and providers have set forth a “phased-in” approach



# Revenue Generation

- The RTA may raise revenues!!! Sources of revenue available include, but are not limited to, all of the following:
  1. Fees, fares, rents, or other charges for use of a public transportation system.
  2. Federal, state, or local government grants, loans, appropriations, payments, or contributions.
  3. Proceeds from the sale, exchange, mortgage, lease, or other disposition of property acquired by the authority.
  4. Grants, loans, appropriations, payments, proceeds from repayments of loans made by the authority, or contributions from public or private sources.
  5. An assessment within the public transit region as approved by the board and a majority of the electors in the region
  6. Collection of a motor vehicle registration tax dedicated to the purpose of public transportation, as authorized under the Michigan vehicle code upon approval of majority of electors in the region



# Board of Directors

- Initial appointments made as of April 1, 2013
  - 2 each from Washtenaw, Oakland, Macomb and Wayne Counties
  - 1 from the City of Detroit
  - 1 by the Governor – non-voting
  - Governor's appointee acts as Chair
  - Paul Hillegonds
- One of each of the county appointments is a one year appointment



## As of January 2014

RTA is administratively functional  
and adequately funded in the  
short term

Needs permanent staff to  
become substantively functional  
and adequately funded in the  
long term



# Administratively Functional

- Temporary staff assistance from MDOT and SEMCOG
- Monthly Board meetings including 2 orientation meetings
- Board adopted procedures/policies for:
  - By-Laws
  - Open Meetings Act
  - Board reimbursement
  - Procurement/Contracting
- Has a web presence
- Administrative budget and short term revenue plan
- Become eligible to receive federal funds and were awarded a \$6.5 M AA grant from FTA
- Three procurements – Legal Services, Human Resources Services, Board Member insurance
- Board advertised for a CEO, tendered an offer. Recently turned down



# Administratively Functional

- Committees Formed
  - RTA Board Committees
    - Executive and Policy Committee – met 8 times
    - Finance and Budget Committee – met 7 times
    - Planning and Service Coordination Committee – met once
  - Two Committees Mandated in Statute
    - Public Transportation Providers Advisory Committee – met 8 times. Working on:
      - Performance Measures, Route Coordination, Universal Fare structure
    - Citizens Advisory Committee – is just getting organized and will meet in January 2013



# Substantively Functional

- Updated Regional Plan
- Coordinated local planning
- Coordinated regional and local investment
- RTA Issued Coordination Directives
  - Services
  - Operations/Administration
  - Infrastructure
- Ownership of and oversight of AAs
- Long term revenue source
  - Regional
  - Federal
- Rolling Rapid Transit
- Woodward Streetcar (M1Rail)



# Rolling Rapid Transit (aka BRT)

“Plan, design, develop, construct and operate rolling rapid transit in at least 4 corridors”

- Woodward
- Gratiot
- Corridor from Troy to Mt. Clemens
- Corridor from Detroit to Ann Arbor

*Rolling rapid transit system :  
Bus services that may combine  
the technology of intelligent  
transportation systems, traffic  
signal priority, cleaner and  
quieter vehicles, rapid and  
convenient fare collection, and  
integration with land use  
policy.*



# Bus Rapid Transit

- Flexible
- High performance
- Rapid transit mode
- Tailored to each unique corridor
- Can be implemented incrementally
- 



## Roadway Options

- BRT can operate in a wide variety of physical environments
  - On street
  - Bus lane
  - Busway
- Median, Offset lane or Curb lane
- Exclusive lane or mixed traffic
- Parallel side running with freeway
- Guided or non-guided
- Contra-flow and reversible lanes (special safety with headlight glare and ped crossing)



Eugene, OR

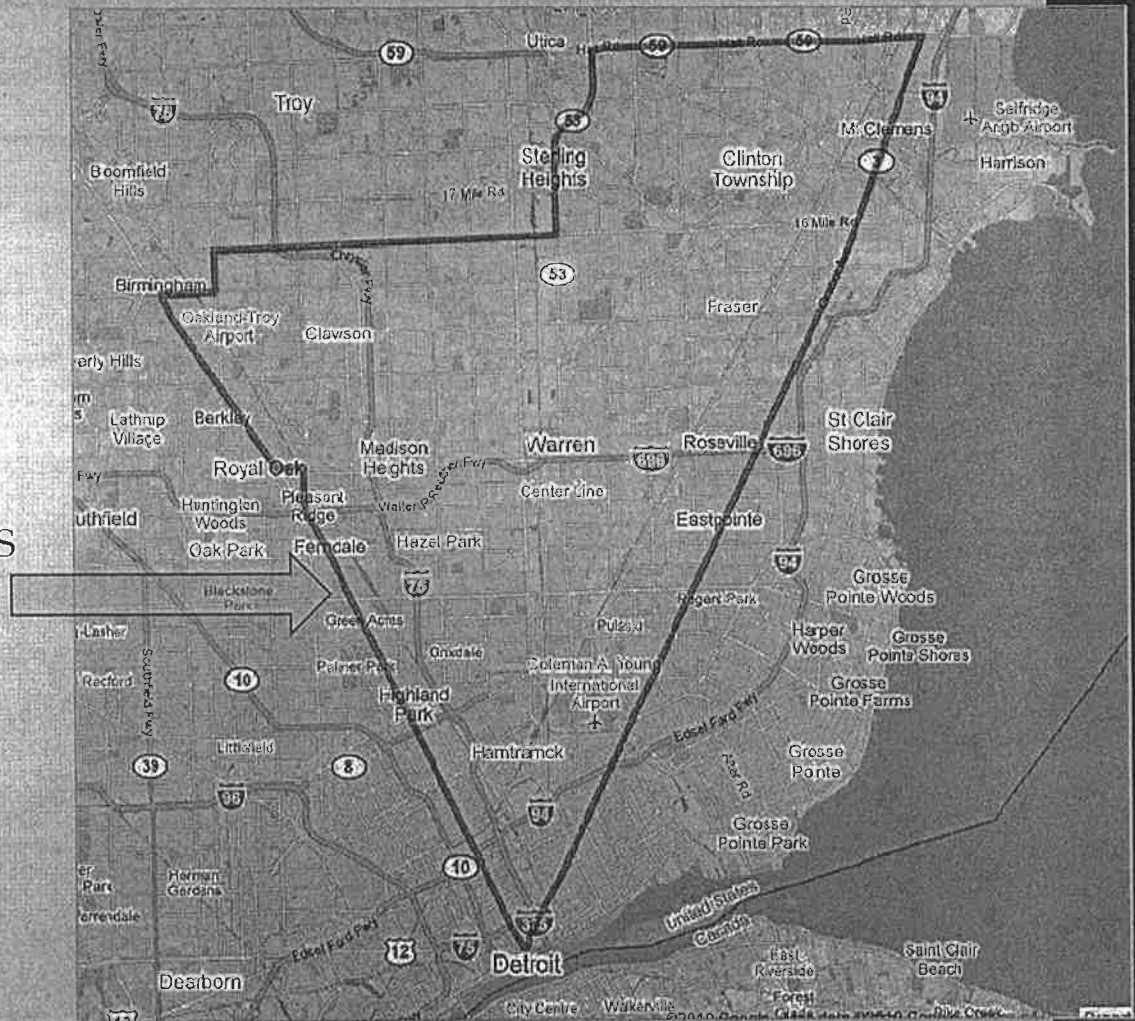


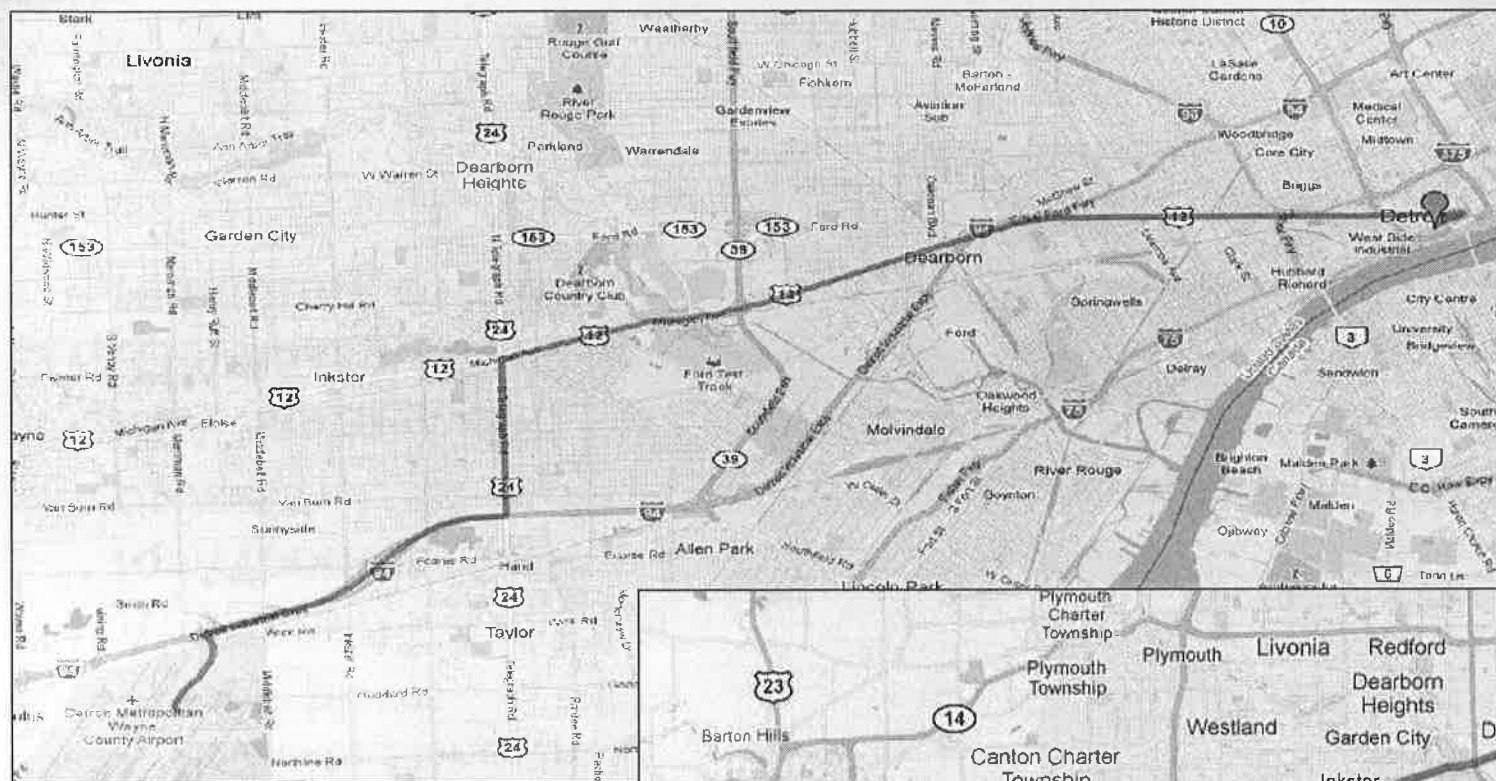
Las Vegas MAX  
Exclusive Curb  
Lane



# Visions for Rolling Rapid Transit Detroit Metro Area

- Four Corridors
- Length = 110 Miles
- Will operate in MDOT Right-of-way
  - May operate in dedicated lanes in some places
- Alternatives Analysis for Woodward in process
- FTA has awarded RTA \$6.5 million for remaining corridors





Communities Directly Served: 22  
 Population Directly Served: 1,950,000  
 Communities w/in 5 miles: 39  
 Population w/in 5 miles: 2,700,000



# Status of BRT/RRT in Michigan



- Alternatives Analysis underway:  
SEMCOG – Woodward Avenue
- Federal Funding Awarded to RTA for AAs  
on additional Southeast Michigan corridors:  
RTA – Gratiot? M-59?
- Under Construction:  
The Rapid/Silver Line
- Moving into Preliminary Engineering:  
CATA/Michigan Avenue-Grand River

